

[CHAPTER 25.]

AN ACT

February 24, 1934.
[S. 2337.]
[Public, No. 99.]

To declare Noxubee River in Noxubee County, Mississippi, to be a nonnavigable stream.

Noxubee River.
Portion of, in Noxubee County, Miss., declared nonnavigable.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That that portion of the Noxubee River in Noxubee County, in the State of Mississippi be, and the same is hereby, declared to be a nonnavigable stream within the meaning of the Constitution and laws of the United States.

Amendment.

SEC. 2. That the right of Congress to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, February 24, 1934.

[CHAPTER 26.]

AN ACT

February 24, 1934.
[S. 2372.]
[Public, No. 100.]

Granting the consent of Congress to the State of Oregon to maintain a bridge already constructed across Youngs Bay near the city of Astoria, Oregon.

Youngs Bay.
Oregon may maintain existing bridge, near Astoria.
Vol. 34, p. 84.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the consent of Congress is hereby granted to the State of Oregon, and its successors and assigns, to maintain and operate, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable water", approved March 23, 1906, a bridge and approaches thereto already constructed across Youngs Bay near the city of Astoria, Oregon, which bridge is hereby declared to be a lawful structure to the same extent and in the same manner as if it had been constructed in accordance with the provisions of said Act of March 23, 1906.

Construction legal-ized.

Amendment.

SEC. 2. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, February 24, 1934.

[CHAPTER 27.]

AN ACT

February 24, 1934.
[H.R. 6370.]
[Public, No. 101.]

To extend the time for completing the construction of a bridge across the Missouri River at or near South Omaha, Nebraska.

Missouri River.
Time extended for bridging, at South Omaha, Nebr.
Vol. 46, pp. 547, 1192.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the time for completing the construction of a bridge across the Missouri River at or near South Omaha, Nebraska, authorized by section 4 of the Act of Congress approved June 10, 1930, heretofore extended by an Act of Congress approved February 20, 1931, is hereby further extended one year from June 10, 1934.

Amendment.

SEC. 2. The right to alter, amend, or repeal this Act is reserved.

Approved, February 24, 1934.

[CHAPTER 28.]

AN ACT

February 24, 1934.
[H.R. 6794.]
[Public, No. 102.]

Authorizing the State of Pennsylvania and the State of New Jersey to construct, maintain, and operate a toll bridge across the Delaware River at a point between Easton, Pennsylvania, and Phillipsburg, New Jersey.

Delaware River.
Pennsylvania and New Jersey may bridge between Easton, Pa., and Phillipsburg, N.J.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That in order to promote interstate commerce, improve the postal service, and provide for military and other purposes, the State of Pennsylvania and the

State of New Jersey be, and are hereby, authorized to construct, maintain, and operate a bridge and approaches thereto across the Delaware River, at a point suitable to the interests of navigation, at or near Easton, Pennsylvania, and Phillipsburg, New Jersey, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters", approved March 23, 1906, and subject to the conditions and limitations contained in this Act.

SEC. 2. There is hereby conferred upon the State of Pennsylvania and the State of New Jersey all such rights and powers to enter upon lands and to acquire, condemn, occupy, possess, and use real estate and other property needed for the location, construction, maintenance, and operation of such bridge and its approaches, as are possessed by railroad corporations for railroad purposes or by bridge corporations for bridge purposes in the State in which such real estate or other property is situated, upon making just compensation therefor, to be ascertained and paid according to the laws of such State, and the proceedings therefor shall be the same as in the condemnation or expropriation of property for public purposes in such State.

SEC. 3. The said State of Pennsylvania and the State of New Jersey are hereby authorized to fix and charge tolls for transit over such bridge, and the rates of toll so fixed shall be the legal rates until changed by the Secretary of War under the authority contained in the Act of March 23, 1906.

SEC. 4. In fixing the rates of toll to be charged for the use of such bridge the same shall be so adjusted as to provide a fund sufficient to pay for the reasonable cost of maintaining, repairing, and operating the bridge and its approaches under economical management, and to provide a sinking fund sufficient to amortize the cost of such bridge and its approaches, including reasonable interest and financing cost, as soon as possible, under reasonable charges, but within a period of not to exceed twenty years from the completion thereof. After a sinking fund sufficient for such amortization shall have been so provided, such bridge shall thereafter be maintained and operated free of tolls, or the rates of toll shall thereafter be so adjusted as to provide a fund of not to exceed the amount necessary for the proper maintenance, repair, and operation of the bridge and its approaches under economical management. An accurate record of the cost of the bridge and its approaches, the expenditures for maintaining, repairing, and operating the same, and of the daily tolls collected shall be kept and shall be available for the information of all persons interested.

SEC. 5. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, February 24, 1934.

[CHAPTER 29.]

AN ACT

To extend the times for commencing and completing the construction of a bridge across the Missouri River at or near Weldon Spring, Missouri.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the times for commencing and completing the construction of a bridge across the Missouri River at or near Weldon Spring, Missouri, authorized to be built by the State Highway Commission of Missouri by an Act

Construction.
Vol. 34, p. 84.

Right to acquire real estate, etc., for location, approaches, etc.

Condemnation proceedings.

Tolls authorized.
Vol. 34, p. 85.

Rates applied to operation, sinking fund, etc.

Maintenance, as a free bridge, etc., after amortizing costs.

Record of expenses and receipts to be kept.

Amendment.

February 24, 1934.
[H. R. 6799.]
[Public, No. 103.]

Missouri River.
Time extended for bridging, at Weldon Spring, Mo.
Vol. 46, p. 1498, amended.